

# ***Fuel*** for ***Thought***

Oct 2005

The 939th Air Refueling Wing, Portland, Ore.

Vol. 3, Issue 8



# Commander discusses closure, realignment issues facing 939th



Photo By Maj. James R. Wilson

By Col. William Flanigan  
939th Air Refueling Wing commander

The Base Realignment and Closure Commission forwarded their final report to President Bush on Sept. 8. The President approved the plan a week later. If Congress takes no action within 45 legislative days (sometime around Nov. 23), the plan as proposed by the BRAC commission and approved by the President will become law. The BRAC plan, as it applies to the 939th Air Refueling Wing, proposes to realign the 939th ARW in the following way: Four of our eight KC-135R aircraft along with the associated operations and maintenance manpower will realign to the 507th ARW at Tinker Air Force Base, Okla. Three of our aircraft will go to the Air National Guard (Topeka, Kan.) and one aircraft will go to the backup aircraft inventory (BAI). The remaining manpower, defined as the 939th ARW Expeditionary Combat Support, will be realigned to Vandenberg AFB, Calif. The 304th Rescue Squadron is to remain at Portland.

The details and timeline of the BRAC realignment will not be forthcoming immediately but will probably become known through a Programming Plan sometime in the spring of 2006 or later. The Air Force Reserve Command Plans and Programs Directorate typically assigns a PPLAN manager to guide the overall plan. The PPLAN manager as well as the Plans and Programs Directorate take into account the objective of the BRAC process (to achieve a more efficient and more capable US military) and develop a plan to implement the realignment. The PPLAN manager works with functional area experts at AFRC and Air Force to research and develop a particular annex to the PPLAN that addresses the 939th ARW and its realignment.

PPLAN managers from AFRC will work with functional area representatives here at Portland and 4th Air Force to assess the wing's capabilities and assets and how best to use these resources command wide. Initial information regarding specific

Col. William Flanigan

actions (with timelines), that have to occur in order to re-align the wing, will be accomplished through a Site Activation Task Force, Closure Task Force, or a Realignment Task Force. The manning changes and re-organization specifics should be clearly spelled out in the Manpower and Personnel annexes (and associated Unit Manning Document) of the PPLAN.

The numbers of the programming actions required to implement the BRAC mandate AFRC wide will be enormous. The needs of the Air Force to meet its national security mission and the funding available to implement BRAC will drive the timeline of actions. The personnel policy for traditional reservists won't be released until the BRAC recommendations are approved by Congress. At this time, a specific guess about when the BRAC will directly affect the 939th ARW other than "sometime in 2007, 2008, or even 2009" and beyond is about as close as one would want to venture. But I assure you that you will know as soon as I know.

There is one thing for sure, the mission of the 939th continues and we have not been relieved of our task to provide for the defense of the nation. I challenge each and every one of you to remain focused on the mission, vigilant in all respects to safety practices, and cognizant of the well being of your wingman. I am extremely impressed and proud of the dedication and professionalism displayed by the members of the wing over the last year. I expect all of you to maintain these high standards of excellence, dedication and professionalism throughout the entire BRAC process.

Should the BRAC recommendations become law (all previous BRAC's have been approved), I encourage each of you to explore all available career options.

As your commander, I assure you that AFRC and I are committed to helping each member of the 939th in whatever manner we are allowed and will pursue every avenue available to assist you through the BRAC process.



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## Inside this Issue

### Page 2, From the Commander

The 939th Air Refueling Wing commander discusses closure and reignment issues facing the unit

### Page 4, BRAC Transition

The President sent the BRAC commission's report to congress Sept. 15. Congress now has 45 legislative days to accept or reject the report in its entirety.

### Page 4, ORE exercise

Members of the 939th Air Refueling Wing will demonstrate their war-fighting capabilities in an Operational Readiness Exercise Oct. 31 – Nov. 6.

### Page 5, Reservists Send the Guard Packing

The largest troop movement to every come out of Portland was conducted by the 939th Logistics Readiness Squadron and the 83rd Aerial Port Squadron as they loaded 1,575 Guardsmen and more than a million pounds of equipment and supplies.

### Pages 6-7, Rays of Hope Inspire 304th PJs

It was the most amazing thing I've ever seen. Reservists from the 304th Rescue Squadron described the life saving missions they performed in New Orleans.

### Page 8-9, Command News

Air Force Reserve Command seeks greater climate survey participation, change in pay rules for GS employees, it's CFC time, AFRC discharge board, Hurricane Katrina.

### Page 10, Congratulations

Civilian and military newcomers, retirements promotions, awards, Kudos, and more...

### Page 12, 2005 Family Appreciation Day

Each year the 939th's Family Appreciation Day seems to get bigger and better, and this year was no exception.

## On the Cover



Cover Photo by:  
Master Sgt. William Huntington,  
442nd Fighter Wing Public  
Affairs, Whiteman AFB Mo.  
A pararescueman from the 304th Rescue  
Squadron rescues a man using a Strop  
safety harness and a hoist in New  
Orleans. This man was trapped on his  
rooftop after the destruction caused by  
Hurricane Katrina flooded the city.

# Mobility exercise to test “mettle” of 939th’s reservists

By Maj. James R. Wilson  
939th Air Refueling Wing Public Affairs Office

Members of the 939th Air Refueling Wing will demonstrate their war-fighting capabilities in an Operational Readiness Exercise Oct. 31 – Nov. 6.

The exercise scenario will have wing members and KC-135s from the 64th Air Refueling Squadron “deploying” to Base X where it will then defend the installation from enemy attack. Training throughout this seven-day period will test the wing’s abilities in pre-deployment, deployment, and combat operations at a forward location.

“This training is critical to the wing for a number of reasons,” Col. William Flanagan, 939th ARW commander, said in a recent letter to all reservists. “First, the training helps us attain and remain ready for immediate taskings. Second, it provides warrior skills training to those who have not been scheduled previously. Finally, the exercise will establish a baseline for our wing’s deployability by identifying the training goals that have been met and those that will require additional emphasis.”

Individuals should get with their immediate supervisors during the October Unit Training Assembly to discuss their specific role in the exercise. Of particular importance are the tasks individuals will be responsible for performing and the shifts they are assigned.

The exercise will commence with a wing-wide recall and a 5 a.m. reporting time to normal workcenters for sign in Oct. 31.

“Literally, the exercise will begin to unfold from there,” said Maj. David Jeske, 939th Logistics Readiness Squadron commander. “The strategic response portion of the exercise begins

from there. Higher headquarters messages will begin to flow directing the unit to begin operations and other actions in support of those messages.”

Reservists will find out then the time they are scheduled to begin deployment processing. In the meantime, they will perform their normal duties in the workcenter, preparing themselves and their equipment for deployment. As with

previous exercises, members will process through Bldg. 170 with their mobility folder, mobility bag, and training records.

By direction of the wing commander, every function will be tasked—even those who aren’t in a mobility position.

Members will begin preparations to “depart” for the deployed location sometime Nov. 1.

“We’re trying to mirror how this would take place in the real world—beginning with initial notification of our tasking and then ramping up as we go along,” said Major Jeske.

“The major focus for Wednesday and Thursday are those skills that are identified on each unit’s Mission Essential Tasks Listing. The attack phase of the exercise will commence Nov. 3 and will continue until the commander decides the 939th has

met its wartime objectives.”

Officials expect workcenters to be manned until 11 p.m. at this juncture of the exercise with individual shifts lasting a minimum of 10 hours.

Each member of the wing is encouraged to review the Personal Readiness Folder checklist and the A-1 bag requirements checklist on the Local Area Network to ensure items needed for the ORE have been issued. The Microsoft Word documents are located on the p drive: EXERCISES/2005/IGX-PHASE I-2005(03)-Mar-Initial Response.

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***“We’re trying to mirror how this would take place in the real world—beginning with initial notification of our tasking and then ramping up as we go along.”***

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**Maj. David Jeske**

## BRAC Transition

### President sends BRAC Commission report to Congress

**WASHINGTON**—President Bush concurred with and sent the 2005 Base Realignment and Closure Commission’s report to Congress on Sept. 15 for legislative review, White House officials announced.

The report lists the commission’s recommendations for revamping the U.S. military’s infrastructure and force structure. Congress now has 45 legislative days to accept or reject the report in its entirety. Congress cannot make changes to the final report.

The nine-member panel wrapped up months of public hearings and four days of final deliberations in Arlington, Va., Aug. 27, and met the Sept. 8 deadline for submitting its final report to the president.

After months of study, visits to affected installations, and public hearings around the country, the commission approved 86 percent of DOD’s original recommendations — 119 with no change and another 45 with amendments, the panel noted.

However, the panel rejected 13 recommendations, significantly modified another 13, and made five additional closure or realignment recommendations on its own initiative. Of DOD’s 33 major closure recommendations, the panel approved 21, recommended seven bases be realigned rather than closed, and rejected five recommendations outright. In addition, the commission recommended closing rather than realigning another installation, for a total of 22 major closures.

Anthony Principi, the panel’s chairman, said he’s proud of the commission’s work and recommendations. “While we listened carefully to the input from local communities, military value was our top priority.” (Donna Miles and Gerry J. Gilmore, American Forces Press Service, contributed to this article)

# Wing Members send the Guard Packing to support Hurricane Katrina Relief Efforts



Photos By Ms. Ruby Zarzyczny

Only after the 939th LRS and the 83rd APS complete the joint inspection, create a load plan, and load/refuel the airplane can the 41st Brigade get needed troops and supplies to Jackson, Miss.

By Ms. Ruby Zarzyczny  
939th Air Refueling Wing Public Affairs

Air Force Reservists from the 939th Air Refueling Wing barely noticed when 3 o'clock came around twice in a single shift on Sept. 2.

Airmen in the 939th Logistics Readiness Squadron and the 83rd Aerial Port Squadron were busy that day (and several after) helping mobile Oregon National Guard members for Hurricane Katrina relief operations. By the time they finished, they had moved 1,575 Guardsmen and 1,140,000 pounds of cargo and fueled 35 Air National Guard C-5 and KC-135 aircraft from around the country.

"This is the largest air flow I or the base operations here has ever seen anywhere," said Maj. David Jeske, 939th LRS commander. "It's also the largest troop movement ever to come out of the Portland Air National Guard Base."

The 41st Brigade could not have deployed these troops and equipment without the expertise and skill of the 83rd APS and the 939th LRS reservists, said Major Jeske.

With 20 Airmen and all available hands working together, it's hard to tell who is from the 939th LRS and who is from the 83rd APS as they work to get the equipment and troops loaded on to the aircraft in the required time.

These Airmen conducted joint inspections of the Army Cont'd. on page 8



Staff Sgt. Daniel Nielson, 939th LRS, drives troops and equipment to a waiting airplane for the trip to Mississippi.



Tech. Sgt. Joe Phillips, 939th LRS fuels technician, refuels the aircraft while it is being loaded and sends it on its way to Jackson, Miss.



83rd APS members secure an Army truck to the cargo area of a C-17 aircraft before transporting it to support the Hurricane Katrina Relief efforts in New Orleans.

# Rays of Hope inspire 304th PJs



“As we recovered the last group... we cleared that area and our job was basically done there. Just then the sun started coming up and it was like a ray of hope was shining through all of this devastation. It inspired me to keep going.”

Tech. Sgt. Darrell Cherry

Photos By Chief Master Sgt. Rich Konopka, 304th Rescue Squadron

Photo Illustration By Ms. Ruby Zarzyczny

After his first night of rescue operations, Tech. Sgt. Darrell Cherry, 304th RSQ pararescueman sees the sun rising over the devastated city of New Orleans.

By Ms. Ruby Zarzyczny  
939th Air Refueling Wing Public Affairs

**PORTLAND, Ore.**— It was the most amazing thing I’ve ever seen. That’s how one Reservist from the 304th Rescue Squadron described the life saving missions they performed in New Orleans earlier this month supporting the Hurricane Katrina rescue efforts.

Eight pararescuemen and two combat rescue officers from the 304th RQS deployed just hours after officials here received the request.

The 64th Air Refueling Squadron (here) generated a KC-135, and we loaded up four pallets of equipment, eight PJs and two CROs and took off, said 1st Lt. Mark Ross, 304th RQS combat rescue officer. The rescue crew arrived at Jackson Air National Guard Base, Miss at 4 a.m. Sept. 1.

“When we got there, there were only a few helicopters on the ramp. There was no electricity, and we didn’t have a place to sleep, so we just laid our stuff on the asphalt,” said Lieutenant Ross. “Within a few hours, we were able to piece together a plan.”

After the crews moved their equipment to the C-17 hangar, they immediately started flying at a high operational tempo working 12-hours shifts around the clock with 13 helicopters launching every day. To maximize their flying time, C-130 aircraft from the 920th refueled their helicopters in the air above the city.

After the PJs prepped their gear and got a few hours of sleep, they started their first rescue missions at 2 a.m. Sept. 2. They flew over

New Orleans picking up as many survivors as they could. According to 304th members, there was still a lot of confusion as far as who was doing what and where the rescuers were needed.

“Pilots were busy on the radios figuring out exactly where we were going to work,” said Tech. Sgt. Darrell Cherry, 304th RQS pararescueman. “[We] were ready for any type of tasking to include transporting critically injured patients, going into the water, and conducting low and slow water missions on the hoist. We really didn’t know what we would be faced with until we got into the city.”

Only after arriving New Orleans were they able to see the extent of the destruction—blown over trees and destroyed were just the beginning. The amount of air traffic was overwhelming with more than 20 helicopters, military and civilian, in the air and no air traffic control. This was a city on fire.

“I remember seeing about 15 small fires and house fires and there were huge plumes of smoke billowing up in the air for about a quarter of a mile from a retail shopping center that was on fire,” said Sergeant Cherry. “It resembled a combat zone. It looked like what I would picture Berlin to look like after being bombed.”

As soon as they passed the superdome, they could see lights coming up from the flooded city as people used flashlights to signal the helicopters.

"The pilots said to keep our eyes open for flashlights because that's how the people are going to be signaling us," said Sergeant Cherry. "The pilots called out, we've got a flashlight over here at 1 o'clock. We went over to the light where we found a group of 30 people up on a rooftop."

Sergeant Cherry lowered himself down to the roof to organize the people while Chief Konopka assisted with the hoist. PJs organized and grouped the people on the roof prioritizing them by sick and injured persons first and then the women and children, and so on. Their first hoist was a new mother and her infant. The children were scared, and Sergeant Cherry and Chief Konopka did their best to reassure them that it was going to be okay.

"We were using a rescue collar and Chief Konopka used an additional safety belt to quickly and safely hoist the survivors into the helicopter," said Sergeant Cherry. "We ended up picking up 10 people on our first load."

The survivors were taken to the Lakefront Airport in New Orleans and then the crews returned to the rooftop to pick up the remaining survivors. Chief Konopka and Sergeant Cherry rotated working the crowd and the hoist and continued to do this until all the people were off the rooftop. On their last trip to this location, they thought they were returning to pick up four people, when they noticed another group of nine with elderly women, an older gentleman, and children had joined the four.

"The elderly women couldn't move very well and had trouble walking in the pounding rotor wash created by the helicopter," said Sergeant Cherry.

The survivors had to climb over a three foot wall to get to the helicopter hoist that would take them to safety. The women and children couldn't get over it, so Sergeant Cherry had to lift them up and over the wall to get them into the helicopter.

"After we got over the wall, I stepped calf deep through the roof, so I knew there was a potential for the roof to collapse," said Sergeant Cherry. "We had to get these people off the roof and as quickly as possible. It was pretty intense."

"That was our first night," continued Sergeant Cherry. "We cleared that area and our job was basically done there. Just then the sun started coming up and it was like a ray of hope was shining through all of this devastation. It inspired me to keep going."

"It's every PJ's dream to save one person on a hoist mission, and we saved 39 people in two and half hours on our first day," said Sergeant Cherry.

The next night was probably the most intense, said Sergeant Cherry. At 2 a.m., Sergeant Cherry and Chief Konopka flew back into the city. Using night vision goggles, they could see fires were still burning and a sky still full of smoke. They flew to a position where a Coast Guard helicopter was hovering with two spot lights shining down on the water. One light on their position and the other on a house where there was a man sitting on his porch chest deep in water.

"Since we didn't want to subject ourselves to the contaminants in the water, we put on our dry suits that have neck and wrist rings to seal the suit," said Chief Konopka. "We waded through chest-deep sewage to get to a man sitting on his porch."

"As I walked over to him, I saw a light flashing in the opposite direction where we were walking, said Sergeant Cherry. "It was someone else trying to signal us."

"We pressed on towards the gentleman sitting on his porch, and I asked him, 'Can you walk?'" continued Sergeant Cherry. "He was sitting there shaking his head. I asked him to get up and he kept sitting there shaking his head. I shouted, 'Can you hear me?' It wasn't until I got about 20 feet from him did I realize he was shivering and possibly hypothermic from exposure to the water."

"It was still dark just before dawn when we found the older gentlemen, in his 70s, waiting to be rescued. He was so hypothermic that his arms and legs wouldn't bend anymore," added Chief Konopka.

At that time, they realized they were going to have to carry him to the hoist, and hold on to him as they hoisted him up because he didn't have the strength to hold himself. When they got him into the helicopter they found a big gash on one of his legs that had stopped bleeding because he was so cold. They took him to the medical triage and field hospital at the airport in New Orleans.

"I think he had just given up on the idea of living," said Chief Konopka clearing his throat. "Hopefully, he made it."

The rescuers immediately returned to the site where they had seen other lights flashing and discovered more survivors waiting to be rescued.

"Hey, are there more of you here?" asked Sergeant Cherry. "Yeah," a man replied. "I've got my wife, my sister and my son here."

He told the survivors

they could take whatever they could hold in their hands. The first person ready was an eight year-old boy named Derrick who had only the clothes on his back.

The man told the rescuers that there were still families up and

"After we got over the wall, I stepped calf deep through the roof. I knew there was a potential for the roof to collapse."

Tech. Sgt. Darrell Cherry

Cont'd. on Page 9



Photo By Chief Master Sgt. Rich Konopka, 304 ROS

A woman in her 70's, wet and cold draped in an American flag, was transported to the Lakefront Airport in Louisiana after she was picked her up hoist from a school yard where she was found by a film crew.

## OPM announces changes in pay rules for GS employees

**RANDOLPH AIR FORCE BASE, Texas** - The Office of Personnel Management recently amended the rules governing pay setting for employees covered by the General Schedule. The rules implement section 301 of the Federal Workforce Flexibility Act of 2004.

The primary purpose of the Act is to correct various pay anomalies relating to the administration of special rates, locality rates and retained rates. The new rules now treat locality rates and special rates in a consistent way, resulting in pay rules that are more rational and fair, according to OPM officials. Also, because the Act became effective May 1, the new pay administration rules must be made effective retroactive to that date.

A few of the key changes made by the Act and OPM's regulations, and some of their resulting impact to the workforce include:

— Locality rate (basic pay plus locality pay), instead of just basic pay, is now considered in applying various pay-setting rules such as maximum payable rate, promotion and pay retention. As a result, non-GS employees moving to GS positions may be set in a lower step and fewer actions will result in pay retention

since locality rate is higher than basic pay.

— Locality rates will be taken into account when applying pay retention rules. Locality pay will no longer be paid on top of a retained rate. Retained rates will be compared to the highest applicable rate range (as adjusted to include any locality or special rate supplement).

— Entitlement to a special salary rate ceases if the employee is entitled to a higher locality rate. As a result, even though an employee receives the same total salary, the base rate is less and full locality is paid. Since retention allowances approved prior to May 1, 2005 were computed as a percentage of an underlying special salary rate rather than the underlying basic rate, the amount of any retention allowance will also be reduced when the special rate entitlement ceases. The reduction of retention allowances is not subject to appeal.

More detailed information on the new pay administration rules is available at <http://www.opm.gov/oca/compmemo/2005/2005-10.asp>. If you have any questions, please contact the local civilian personnel office.

## Command seeks greater climate survey participation

**ROBINS AIR FORCE BASE, Ga.** – Air Force Reserve Command leaders want everyone in the command – military

and civilian – to participate in the 2005 Air Force Climate Survey.

The survey runs from Oct. 1 to Nov. 23. “Last year was the first time AFRC participated in the survey, and the results were tremendous,” said Lt. Gen. John A. Bradley, AFRC commander. “The 33-percent participation rate sent a clear message that our people are committed to improving the Air Force. “This year our goal is 100-percent participation across the command,” he said.

The purpose of the survey is to make things better for people and their organizations. The survey measures how people feel about leadership, supervision, training, recognition and other aspects of the Air Force. This year's survey also covers enduring competencies such as effective communication, teamwork, judgment and adaptation under pressure. “Since the survey software protects one's identity, I encourage everyone to be honest and straightforward in their responses,” said Chief Master Sgt. Jackson A. Winsett, AFRC command chief master sergeant. “The survey data will be as good as the respondents make it. It's our opportunity to stand up and be counted.”

The survey can be completed online at <https://afclimatesurvey.af.mil>.

Results of the survey will be released in February to unit leaders. (AFRC News Service)

## Cont'd. from page 5

### 83 APS & 939 LRS send Oregon Guard packing

compatible and to make sure the cargo is air worthy.

Then they made a load plan for the cargo by calculating all of the data collected and mapping out how the cargo will be loaded onto the aircraft.

After the joint inspection and load planning was done, the cargo was secured and moved to the flight line. From there it was presented to the aircraft's load master by members of the 83rd APS to be loaded onto the aircraft.

“When the cargo was

presented to the loadmaster, the loadmaster said ‘I want to talk to the guy wearing the AMC (Air Mobility Command) patch,” said Major Jeske. “Because moving cargo and troops is what we do for a living.”

This is what our guys train for and this is what they are prepared to do.”

While the cargo was being processed, Reservists also prepared hundreds of troops to deploy and then transported them to the aircraft.



Photo by Ms. Ruby Zarzyczny

Senior Master Sgt. Andy Smith and Tech. Sgt. Mitch Wofford, 83rd Aerial Port Squadron, review the load plan before transporting equipment to the aircraft.

## Rays of Hope, cont'd. from Page 7

down the street. So the crew marked the area, and returned after taking this family to safety. Sergeant Cherry and Chief Konopka were back trudging through the contaminated water searching for more survivors.

Even though many wanted to be rescued, not everyone thought riding in a helicopter was such a good idea. When they realized they would have to ride on a quarter of an inch cable about 75 feet in the air just to get on the helicopter, several weren't so eager to do it. Pararescuemen encountered people who were either unable to lift their body weight or elderly with a high probability of injuring themselves during a hoisting operation. There were also a lot of infants who were hoisted up and into the helicopter in their rescuer's hands.

"When you've got someone's little, tiny baby suspended 50-75 feet above the ground, just holding this baby in your hands is hard for people to watch," said Lieutenant Ross. "I can only imagine how frightened these people were. Their whole lives have been turned upside down and even the rescue is going to be scary."

There were others who were afraid to leave their homes because they didn't want to lose everything, said Lieutenant Ross. "It took a lot of (negotiating) to convince them to leave."

"We let people take pillow cases and backpacks of personal stuff, but much more than that would mean that someone else would be left behind and possibly not get picked up," said Lieutenant Ross. "But there was a case when a family of 10 came up with an entire shopping cart filled with stuff. I told them we don't take shopping carts."

"They started emptying it out," continued Lieutenant Ross. He then approached the family again and explained, "What I meant was you can't take that much stuff." Then I realized it was all diapers."

"Well maybe you should take the diapers because I don't know where you're going to find any other diapers for a long time and you've got a lot of little kids. They stacked up these packs of diapers and used them as seats in the helicopters."

There are a lot of good stories to be told from these rescues.

Later, Lieutenant Ross arrived at a flooded complex where people were assembled on the rooftop. He noticed a man who had no shirt or shoes and was wearing just a pair of cutoffs. This man has been waiting six days to be rescued, according to the lieutenant. Despite his dire situation, he

had everyone organized, on the rooftop, and ready to go.

"When we landed, he came running over to the helicopter and said 'How many can you take?'" said Lieutenant Ross. "I told him 10. He said, I've got a family of six and two couples. 'Perfect.'"

This man was trying not to get kids split up from their parents and to keep families together.

"He was large and in charge and he was making it work," said Lieutenant Ross. "He saved himself and his family of five to the very end which was extremely noble. He made sure everyone got out. He even went throw the entire building to make sure no one was left behind which saved lots of time."

"He was just somebody you'd never look twice at on the street, but he was shining that day and that week as he kept those people organized," added Lieutenant Ross. "In contrast to other places where we'd landed and people were arguing over who got rescued first there was none of this where this guy was."

Many see this disaster is a true tragedy, and there are many different layers to this situation. Lieutenant Ross hopes that some good will come of this situation.

"We picked up this one little boy who was about 10 or 12 years-old and his family," said Lieutenant Ross. "Once we got into the air, he had a smile that just wouldn't quit. He kept looking around in the helicopter, and looking out the windows and looking at me."

"I could see, it was the best experience of his young life," continued Lieutenant Ross. "He was captivated by everything that was going on around him. When we finally landed, and we let them off, I leaned over and yelled into his ear, I think you should get a job doing this in a few years. He brightened up like a kid on his birthday. You mean I can do this someday?" he asked.

"I'm hopeful rescuing this little boy will make a long term difference in his life," added Lieutenant Ross. "I'd like to think that this boy will find a way to join the military and become a PJ or a helicopter pilot someday, instead of growing up in the projects that we just rescued him from."

The 304th pararescuemen saved many people who had lost everything in the wrath of Hurricane Katrina—a sobering reality for Lieutenant Ross and the others on the team.

"It felt good to help the people of New Orleans," said Lieutenant Ross. "Going out and giving people their lives back when they thought they were about to lose it is the most satisfying part of this job."

## Combined Federal Campaign

The Combined Federal Campaign begins Oct. 1 and will end around the first week in December.

There are over 72 pages of charities to choose from, and you can make a donation to any and/or all of them. Remember civilians or full-time reservists can use payroll deduction or donate with cash or a check. Traditional reservists can give via cash or check.

Additional information will be provided as the wing gets further into the campaign.

For more information, contact Lt. Col. Dana Difford at 335-4690.

<http://www.oregon.feb.gov/cfc.htm>

## AFRC Discharge Board

An E-4 (who was formerly an E-5 but was administratively demoted prior to the discharge board) went to a discharge board on Aug. 18, 2005 for Unsatisfactory Participation, misusing his government travel card, failing to meet financial obligations (in that he was delinquent in paying his GTC), and domestic abuse for hitting his wife during a fight).

The board substantiated all of the alleged misconduct, and recommended that he be discharged with an Under Other Than Honorable Conditions service characterization.

## Hurricane Katrina

Airmen from coast to coast came to the aid of victims of Hurricane Katrina. Air Force combat search and rescue crews pulled more than 5,100 people to safety, including more than 1,000 by Air Force Reserve Command crews.

More than 2,500 patients were moved on aeromedical evacuation missions, many performed by reservists. More than 24,000 passengers were shuttled to safety, and more than 11,000 tons of cargo moved.

In the aftermath of the hurricane, specially equipped C-130s from Youngstown Air Reserve Station, Ohio, sprayed more than a million acres to combat mosquitoes and flies on the Gulf Coast.

## Civilian

### Welcome

Mr. Ronald Taylor, 939th Maintenance Squadron from New Orleans Naval Air Station, Joint Reserve Base, La.

### Promotions

Mr. Jerry Kaufman, 939th Maintenance Squadron WS-10  
Ms. Rhodora Maher, 939th Communications Flight GS-09  
Mr. C. Kyle, 939th Maintenance Operations Flight GS-03

## Military

### Awards

#### Meritorious Service Medal

Lt Col Peter Brucker, 939th MDS  
Capt Lawrence Reichlin, 939th CES  
1st Lt Stephen Lee, 939th MSS  
Chief Master Sgt. Loren Chapman, 939th AMXS  
Chief Master Sgt. Cathy Sevier, 939th MSS  
Master Sgt. Patricia Reyes, 939th MSS  
Master Sgt. Scott Anderson, 939th MSS  
Master Sgt. Robert Alexander, 939th MDS

#### Air Force Commendation Medal

Maj. Kirk Peddicord, 939th AMXS (PCS)  
Master Sgt. Marian Colopy, 939th MSS  
Master Sgt. Timothy Mayhew, 83rd APS  
Tech. Sgt. Heath Conrad, 939th MSS  
Tech. Sgt. Stanley Schmokel, 83rd APS

#### Air Force Achievement Medal

Master Sgt. Suzanne Holtzer, 939th MDS  
Tech. Sgt. Jacob Burrill, 939th MDS  
Senior Airman Charles Foster, 939th MDS  
Senior Airman Mark Johnson, 939th MDS  
Senior Airman Mark Montes, 939th MDS

### Promotions

#### Promotion Selectee

Capt. Quintin Nelson, 304th RQS, April 25, 2006

## Retirements

Senior Master Sgt. Terri Murdock,  
939th Civil Engineer Squadron

## Kudos

### 939th Air Refueling Wing Award Winners

#### **Airman of the Quarter**

Senior Airman Amy Anderson, 83rd Aerial Port Squadron

#### **Noncommissioned Officer**

Staff Sgt. Richard Slater, 939th Maintenance Squadron

#### **Senior Noncommissioned Officer**

Master Sgt. Debbie Merrill, 939th Operations Support Flight

### **Command Chief's Appreciation**



Staff Sgt. Edith Becerra, 939th Maintenance Squadron, supply technician was presented a certificate of appreciation and coin from Chief Master Sgt. Michael Steinbach, 939th ARW Command Chief recently. Sergeant Becerra was recognized for contributions she made to the wing's first noncommissioned officers induction ceremony held during the July UTA.

### The 64th Air Refueling Squadron helps prepare for Hurricane Rita

The 64th Air Refueling Squadron flew to March Air Reserve Base, Calif., Sept. 22 and picked up 20 Reservists from the 452nd Aeromedical Evacuation Squadron assigned there and then transported them to Kelly AFB, Texas. From there, the Reservists will stage and prepare for any medical evacuations needed resulting from Hurricane Rita.

### Hurricane Rita preparations send 304th PJs to Patrick AFB, Fla.

Four pararescuemen and one combat rescue officer from the 304th Rescue Squadron deployed Sept. 23 to the 920th Rescue Wing at Patrick AFB, Fla. where they will join with PJs from Patrick and Davis-Monthan AFB Ariz. From there the rescue team flew to Ellington, Air National Guard Base, Texas. Oregon's Reservists were part of the response team assembled to help in the aftermath of Hurricane Rita.

**If you were attempting to survive the Hurricane Katrina disaster, what personal belongings would you have taken with you?**

**AROUND THE WING**



Master Sgt.(ART) Jeff Craig, 83rd APS information management technician

*"Important documents, computer, photos. I would have wanted to take a lot of things. Things I wouldn't have wanted to lose."*



Mr. Daniel Sahim, 939th MSS training and education student hire,

*"Family Photo Album, maybe my old baseball cards, important documents like my birth certificate and passport."*



Master Sgt. (ART) Tim Maynew, 83rd APS technician

*"My safe, personal papers, photo albums, and a [gear driven] radio/flashlight."*



Senior Airman George Ogilvie, 939th ARW finance technician

*"His car if it would have fit in a backpack and "family pictures"*



Master Sgt. (ART) Todd Lester, 64th ARS, instructor boom operator.

*"Pocket knife, matches, personal mementos like photos."*



Senior Master Sgt. (ART) Paul Pietrowski, 939th MSS training and education manager

*"Military records, important documents, pictures. You should always have all your important documents in one place so you can grab them and go."*



Photos By Ms. Ruby Zarzyczny

## Come and get it!!

Members of the 939th Maintenance Squadron, volunteered to grill at the Family Appreciation Day. The volunteers prepared 1,000 hamburgers, 550 Brautwurst sausages, 500 hotdogs, and 40 vegetarian hamburgers for this year's picnic.

939th Services Flight who orchestrated and served our family day meal were: Mr. Gary Morris (chief of services), along with Master Sgts. Robert Shulman and Dan Beshears and Tech. Sgts. Leo Kappus and Frank Smith (services specialists).

## Oops!!

The September issue of the Fuel For Thought included an article that highlighted the contributions of several Portland reservists to save Russian sailors trapped on a submarine ("KC-135 crew aid in Russian rescue").

The article listed by name those members who helped refuel the C-17 that was transporting equipment to aid in the rescue operations. Unfortunately, one of our maintainers was omitted in that article. Tech. Sgt. Kenneth Hair, 939th Aircraft Maintenance Squadron, also played a key role in that mission. Our apologies for the oversight Sergeant Hair.

## Reserve officers needed

Officers, do you want to continue your Air Force career and stay in the area after BRAC? Here is your opportunity! Consider becoming a Category E reservist Admissions Liaison Officer for the Air Force Academy and Air Force ROTC. ALOs are the eyes and ears of the USAFA and AFROTC in your local community. We identify, counsel and screen potential Academy candidates and scholarship applicants.

We represent the Air Force at college fairs and other community events where high school students can be reached. We are looking for ALOs for Oregon. Officers from throughout Oregon are encouraged to apply especially those in eastern Oregon. If you are interested and want to get more information, please contact Maj. Greg Hinkelman, Liaison Officer Director for Oregon at ghinkelman@aol.com or (503) 704-1010.



Photos by Ms. Ruby Zarzyczny

Nichole, daughter of Senior Airman Mark Bodfield, 939th AMXS aircraft communications and navigation systems technician, smiles while enjoying a pony ride.



Two year-old Gabriel, son of Tech. Sgt. Harold Ward, 939th AMXS checks out the flight controls on the KC-135 static display.



Liana, daughter of Staff Sgt. Andrew Gandarillas, 64th ARS boom operator, puts her artistic talents to work as she skillfully paints the faces at wing's family appreciation day.

## Family day bigger, better in 2005

By Lt. Col. Dana Difford  
Family Appreciation Day chairman

Each year the 939th's Family Appreciation Day seems to get bigger and better, and this year was no exception.

The event, held Sept. 10, got off to a shaky start thanks to some overcast weather which brought with it light rain in the early morning. But by early afternoon, the sun came out and parents and children were kept busy with horses, games, remote-controlled trains, magicians, a car show, aircraft tours, giant slide, and more. I'm not if our guests had fun or frustration with the puzzles, but there were always people there trying to figure them out (did anyone get them all?).

I think many of the commanders were glad for a break from the yearly tricycle race but still had fun with the commander's

versus chiefs and first sergeants tug-of-war (Congratulations to the chiefs and first sergeants. Remember, always keep 'em laughing). I wonder how many challenges there were after that for a tug-of-war (any guess?).

We definitely beat last years time in serving everyone. In 2004, it took over three and a half hours to feed approximately 1,100 people. This year, it took just over two hours to feed approximately 1,300 people. Way to go!

Now that the dust has settled and everything is put away, I would like to specially thank the countless volunteers who helped prepare for our family day. Many of these same people were the same ones who stayed to tear down and clean up after the event. I would like to extend a special thanks to the committee members who help put this phenomenal event together. I definitely could not have done it without the committee members and the other volunteers. Thanks for the great support...until next year.



The 939th Maintainers (left) called out the 939th Civil Engineer Squadron during the family day picnic and challenged them to a game of tug-of-war. The 939th maintainers remain undefeated.



# AIR FORCE RESERVE